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Congressional Document.

NORTHERN FRONTIER, U. S.—DEFENCE.

Letter from the Secretary of War, transmitting a plan of defence for the northern and northeastern frontiers of the United States.

April 17, 1840.—Referred to the Committee on Military Affairs.

WAR DEPARTMENT, April 16, 1840

SIR: A board of officers having been appointed in November last, to examine into the condition of the frontiers of the United States, and to prepare a plan for their defence, I am enabled to reply at once to the first part of the resolution of the House of Representatives, passed the 9th instant, directing "the Secretary of War to communicate to the House the works he considers necessary to be constructed in order to place the northern and northeastern frontiers in a proper and permanent state of defence." The accompanying report of the board, in which I concur, relates to the defence of the northern frontiers extending from Lake Superior to Passamaquoddy bay.

The remainder of the resolution, embracing a wider field, and calling for plans of defence for the whole frontier of the United States, and requiring the opinions of the undersigned in relation to them, together with comparative estimates, will be answered with as little delay as possible.

Very respectfully, your most obedient servant,
J. R. POINSETT.

Hon. R. M. T. HUNTER,
Speaker of the House of Representatives.

WASHINGTON, April 8, 1840.

SIR: The board of officers to whom were referred certain resolutions of the Senate of the 2d March, 1839, calling for reports on the defences of the country, have the honor to present the following report in relation to the

NORTHERN FRONTIER:

This frontier extends, as described by the terms of the resolution, from Lake Superior to Passamaquoddy bay, a distance of somewhat more than two thousand miles, binding all the way on the British American Provinces.

Whether we regard the strongly marked geographical features of this frontier, presenting, as it does, for the most part, a chain of great lakes, or inland seas, stretching along the border, the common property of both nations, and affording facilities for an extensive commerce, almost rivalling that of the ocean itself; or whether we look to the growing strength of our colonial neighbors, fostered by the immense power and resources of the mother-country, its vast importance cannot fail to impress us with the necessity of being prepared, not only for defence along that line, but also to act offensively with decisive effect, in the event of our being involved in a conflict.

From the peculiar character of this frontier, its defence must necessarily partake somewhat of the system applicable to the seacoast; for although it is denominated inland, in contradistinction to the latter, it is, nevertheless, maritime in many of its features, and must be treated accordingly, for purposes of defence.

So important is the mastery on the lakes in any military operations in that quarter, that it is scarcely

to be doubted, that, in the event of war, there will be some naval preparations on both sides, and a struggle for the ascendancy on those waters. Whichever power shall acquire that, even temporarily, will have the means of assailing his adversary with great effect along the shores of the lakes, in the absence of fortifications, by occupying the harbors, destroying the towns—some of which are fast advancing to the rank of cities—and controlling the commercial operations of which those lakes constitute the principal channel. These considerations render it highly expedient, indeed, necessary, to fortify the larger harbors on the lakes, as well as the more important passes on the straits and rivers by which they are connected.

Without entering fully into the military details of the subject, which might be deemed somewhat out of place here, the board will proceed to enumerate the works of defence deemed necessary on the northern frontier, beginning at Lake Superior, merely glancing at the effects and advantages which are likely to result from the establishment of those works:

1. *Fort at falls of St. Mary.*—A fort here will control the navigation between Lake Huron and Lake Superior; and at least prevent an enemy from availing itself of it for purposes of communication, and for the transportation of supplies, and would serve to cover and protect our settlements along the St. Mary's, and form a rallying point for local defence in times of alarm.

Estimated expense of fort, barracks, &c., - \$75,000

2. *Fort at Michillimackinac.*—Although this position is somewhat interior, it is regarded of high importance, from its geographical relations. A fort here, in conjunction with floating batteries, may be made to command, effectually, the approach to Lake Michigan, and shut out an enemy who might possess a naval ascendancy on Lake Huron; thus protecting the entire circumference of Lake Michigan from attacks to which it would otherwise be exposed, even from a small force, and securing it to ourselves as a safe channel of communication with the rich and productive States in the rear, whose shores it washes.

Estimated expense, - \$50,000

3. *Fort at the foot of Lake Huron.*—A work here will control the outlet of Lake Huron, and interrupt the navigation between that and Lake St. Clair and the river Detroit. It will serve also to cover the settlements on that part of the frontier, and form a rallying point for the neighboring militia for local defence.

Estimated expense, - \$50,000

4. *Fort and barrack establishment at Detroit.*—In the event of war, Detroit would, undoubtedly, be a point of considerable concentration of troops, not merely for the defence of that portion of the frontier, but for such offensive operations as might be deemed expedient in that quarter. It may be regarded as the centre of the upper section of the northern frontier, and has important relations, both geographical and military.

Estimated expense of barracks for one regiment, including site, - \$150,000

Estimated expense of fort at Spring Wells, including site, - 100,000

250,000

5. *Fieldwork and barrack establishment at or near Buffalo.*—The wealth and commercial importance of Buffalo, and its close proximity to the British line,

might make it an object of attack in time of war, unless it be protected by the presence of a respectable force there. An extensive barrack establishment, defended by fieldworks, would be sufficient for all necessary objects.

Estimated expense, - - - \$150,000

6. *Fort Niagara to be rebuilt.*—A fort at this position is important on the assumption, admitting it is believed of but little doubt, that, in time of war, there would be some naval preparations on Lake Ontario. It commands the entrance into the Niagara river, and a work here will shut the enemy's vessels out from that harbor, while it will afford protection under which ours may take shelter in case of need.

Estimated expense of completing the work now in progress, - - - \$27,500

For repairs of buildings and new barracks there, - - - 37,500

65,000

7. *Fort at Oswego.*—The growing importance of Oswego, the relation it bears to the great line of internal communication to the West, and its exposed situation, directly on the shore of the lake from whence it might be assailed by armed vessels without the co-operation of a land attack, call for works of defence to protect the harbor, and thus secure a safe retreat for our vessels in case of need, while we shut out those of the enemy. Besides, this place possesses many advantages for naval preparations for vessels of light draught of water, and would probably be made a subordinate dépôt in time of war.

Estimated expense of completing the works now in progress, - - - \$20,000

For barracks, quarters, storehouses, and magazine, - - - \$25,000

8. *Fort at Sacket's Harbor.*—In the event of naval armaments, to any considerable extent, being resorted to on Lake Ontario, Sacket's Harbor, from its bold water and its excellence as a harbor, would at once become a dépôt of great importance, the safety of which should be ensured against the enterprises of the enemy, by the timely construction of appropriate works of defence. Situated directly opposite to the strong post of Kingston, on the Canadian side, and adjacent to the head of the St. Lawrence, it is one of the points at which a concentration of troops may become expedient for the defence of that portion of the frontier and the protection of the naval dépôt.

The barrack accommodations already established there are deemed sufficient, and it remains to fortify the approach to the harbor.

Estimated expense of fort and barracks, within \$75,000

9. *Fort at the narrows of the St. Lawrence below Ogdensburg.*—The chief object of a work here, would be to cut the enemy's communication, by the river, between Montreal and Kingston, and thus prevent him from availing himself of that channel for the transportation of troops and supplies, if we cannot entirely secure it to ourselves.

Estimated expense of fort and barracks, \$100,000

10. *Fort near the line, on Lake Champlain.*—A work here may be made to command the pass of the lake, and is considered by far the most important of any proposed on the whole line of frontier.

The position of Lake Champlain is somewhat peculiar. While Ontario, Erie, Huron, and Superior, stretch their whole length directly along the border, forming, in fact, the boundary, Champlain extends deeply into our territory, at right angles with the line of the frontier; and, while its southern extremity reaches almost to the Hudson, it finds its outlet to the north in the St. Lawrence, nearly midway between Montreal and Quebec. It, therefore, becomes important to fortify a point as near the line as practicable, so as to shut out the enemy's vessels, and thus effect the double object of protecting the interior

shores of the lake from the predatory attacks to which they would otherwise be exposed.

For a permanent work on Stony point, New York, including purchase of site, - \$300,000

For a permanent work on Windmill point, Vermont, including purchase of site, - 300,000

600,000

11. *Barrack establishment and dépôt at Plattsburgh.*—In the event of war, Plattsburgh will become the great dépôt for the operations on the Champlain frontier. Even in time of peace, a respectable force should be posted here, especially during the continuance of the boundary question and border disturbances. Barracks for a regiment, at least, with suitable storehouses, are recommended to be erected, on a plan admitting of extension, if required, and also of suitable defensive arrangements.

Estimated expense of completing the works in progress, on the scale here suggested - \$150,000

12. From Lake Champlain, eastward, the geographical features of the frontier materially change character, and require a corresponding modification of the means of defence. The line no longer intersects great lakes, admitting of naval preparations, nor binds on straits and rivers, the navigation of which may be controlled or interrupted by fortifications. It is altogether inland until it reaches the St. Croix, where the principles that have been applied to other portions of the frontier, similarly situated, will again become applicable. Running on a parallel of latitude to the Connecticut river, and thence along a chain of highlands, not yet clearly defined, to the province of New Brunswick, the board are not aware that there are any points immediately on the frontier, sufficiently commanding of themselves to call for the establishment and maintenance of fortifications or works of defence.

Should it ever become necessary to sustain, by force, our title to the territory now in dispute, it must be done, not by isolated forts along the frontier, commanding, probably, nothing beyond the range of their own guns, but by an active army, competent not only to occupy the country and hold it, but also to assume the offensive, if necessary, and carry the war beyond our borders.

But while it is not deemed expedient to construct a chain of forts along this portion of the frontier, the board consider it a proper measure of precaution, in the present state of our relations with the British provinces, that positions should be selected, and preparatory arrangements made for the establishment of dépôts of supplies, at the head of navigation on the Kennebunk and Penobscot. In the event of movements in that quarter, these would be proper points for the concentration of troops, and would serve as a base of operations, whether these should be offensive or defensive in their character.

Estimated expense of storehouses and other accommodations, - - - \$150,000

13. *Fort at Calais, on the St. Croix river.*—A work here, while it will serve to cover that part of the State of Maine from the attacks to which it would otherwise be exposed, may, from its advanced position, be made to act an important, though indirect part, in the defence of the more northern portion of the frontier. Calais appears to be a very eligible point for the concentration of troops, with reference to existing circumstances.

Estimated expense of fort and barracks, \$100,000

14. In reference to the northern frontier generally, it is the decided opinion of the board, that, beside the defences which have been suggested along the border, chiefly for purposes of local protection, there should be a great central station at some position in the interior, at which troops might be assembled for instruction, and where they would still be within

supporting distance of the more exposed parts of the frontier.

Turning our views inland, in search of some single position at which preparations might be made for extended operations on this frontier, and from which aid and succor could always be speedily derived—some position which, while it shall be equally near to many important points of the enemy's possessions, shall afford, at no time, any indication of the direction in which our efforts are to be made; which will, if it be possible, unite the opposite qualities of being, at the same time, remote and proximate—far as to distance, but near as to time: which, while it brings a portion of the military resources of the country to the support of the inland frontier, and places them in the best attitude for operations in that quarter, whether defensive or offensive, at the same time takes them not away from the sea-coast. Looking for these various properties, we find them all united, in a remarkable degree, in the position of Albany.

From this place, by steamboat, canal-boat, or railroad car, troops and munitions could be transported, in a short time, to Buffalo, or onward to Detroit, to Oswego, to Sackett's Harbor, to Plattsburg, to Boston, and along the coast of New England; to New York, by steamboat now, and soon by railroad also; and thence onward to Philadelphia, Baltimore, Washington, and the heart of the Southern country, if necessary. In a word, Albany is a great central position, from which radiate the principal lines of communication to the north, to the south, to the east, and to the west, and combines so many advantages for a military dépôt, that the expediency of occupying it, and thus availing ourselves of those advantages, would seem to be manifest.

Estimated expense of purchase of land, and construction of barracks and other buildings, - \$300,000

Total, - - - - \$2,160,000

The board beg leave to observe, in conclusion, that in the preparation of the estimates submitted, they have not attempted to aim at precision. Hence, the amounts stated for the various objects are to be regarded only as approximations. They could not be any thing more on the data used, which, for want of minute surveys and reconnoissances, were necessarily vague. It is believed, however, that the results presented will be found sufficiently accurate for the general purposes contemplated by the resolution under which this report has been prepared.

JOS. G. TOTTEN, *Colonel of Engineers.*

S. THAYER, *Lt. Col. Engineers, Bt. Col.*

T. CROSS, *Colonel, Assist. Qr. Mr. Gen.*

G. TALCOTT, *Lieut. Colonel of Ordnance.*

Hon. J. R. POINSETT,

Secretary of War.

Foreign Miscellany.

THOUGHTS ON VARIOUS MILITARY SUBJECTS.

By Colonel J. LEACH, C. B., late of the rifle brigade.

CAVALRY.—Never having served in the cavalry, my venturing to pass an opinion on any thing appertaining to that branch of the service may be considered presumptuous. But the chances of war afforded me numerous opportunities of seeing the duties carried on at the advanced posts by some of our best and most experienced regiments of cavalry, with whom we of the light infantry were so often intermixed on these occasions, during many campaigns, as to render it next to impossible for one of common observation to see what was constantly passing without profiting to a certain extent by it. I shall proceed at once to those points which I believe to be well worth consideration.

ENLISTMENT OF MEN FOR REGIMENTS OF CAVALRY.—It is not requisite that one should be capable of setting the Thames on fire to know that a dragoon, however good a swordsman, however good a horseman, and however brave and intelligent he may be, is very far from being really effective when in presence of an enemy if his horse, by being weighted beyond his powers, is deprived of that free and vigorous action so essential in all encounters, as well as in enabling him to carry his rider without distress through a severe campaign. To effect this desirable object, it is clear that no man should be enlisted for any corps of cavalry, light or heavy, above a certain height and weight, except, perhaps, for the household regiments, whose duties being principally confined to the metropolis and Windsor, and an imposing appearance being held one of the great essentials, there can be no reason why they should discontinue the system of enlisting the most gigantic men they can find.

In the purchase of a hunter, or even of a hack, great stress is (very justly) laid on his capability of carrying more than a certain weight; and in racing, every pound extra is considered of still greater importance. A severe fox-chase is a trying thing for the best description of horse in the highest possible condition, and so is a race of two miles; but what are either or both of these in comparison with the fatigues and hardships necessarily endured by that noble animal in a long and severe campaign? If the question of weight is of vast moment in racing, hunting, and even in hack horses, how much more so is it in the mounting of men for cavalry regiments! Independent of the man, let us consider what the horse of a dragoon, light or heavy, has to carry when in the field; sometimes upon half rations of corn, frequently on none; exposed to all kinds of weather at the picket-post in camp, and worn down by the harassing duties of the outer posts, patrolling, &c. The saddle, bridle, and headstall, nose-bag, the valise containing the necessities of the rider, his carbine, sword, holsters, (perhaps a pistol,) spare horse-shoes and nails, the helmet and the accoutrements of the man, the usual number of rounds of ball-cartridges, the canteen and haversack of the rider—add to these an issue, not unfrequently, of two or three days' rations of meat and bread, and a similar number of days' corn for the horse, and oftentimes the rider being obliged to cut and carry on to the camp-ground which is taken up for that day enough of green rye or other forage for that night, which cannot be obtained in its more immediate vicinity. And on arriving at the camp or bivouac after days of continued marching, and consequently pretty much jaded, an order arrives for a portion of the cavalry (if the country happens to be an open one) to proceed to the front, and to furnish the pickets, where all the energy and vigor of man and horse may be momentarily expected to be called into action. As those things are inevitable when on active service, can any one in his senses doubt the policy of disencumbering the horses from all unnecessary weight? Will not a horse with an eleven stone man on his back be more likely to be fresh and ready for any trying duty, than if he has been toiling a long day with a thirteen or fourteen stone rider? I entreat those who would sacrifice every thing to appearance, and are indefatigable in enlisting the tallest and most imposing looking horse grenadiers they can get hold of, to reflect that between Dublin and Dundalk, or between Birmingham and Edinburgh, where the marches are not long, where halting-days occur regularly, where the horses are certain of having a roof over their heads every night, good grooming, and a proper allowance of oats and hay, it may matter but little whether the dragoon weighs eleven stone or thirteen; but that in campaigning (and that is the situation to which we should ever most especially look) the case is widely different indeed. Muscular, wiry, active, well-made

men, measuring from about five feet seven to five feet nine inches, which latter height I conceive should never be exceeded, are large enough and powerful enough to cope with any mounted antagonist whatever; and as every infantry officer of experience, who has witnessed severe campaigns, well knows that, generally speaking, soldiers of middling stature have proved themselves better able to endure continued hardships and long marches than those of a much higher standard, it cannot admit of a doubt that the same must be the case in cavalry regiments; and this is an additional reason for limiting very strictly the weight and height of the troopers.

The policy of rendering every regiment, whether light or heavy, equally capable of performing all the duties at the out posts and elsewhere.—It must be naturally supposed that all officers in command of regiments, are desirous of procuring the most powerful, the best bred, and the best shaped horses they can purchase with the money allowed by Government for that purpose. If, then, some regiments are better mounted than others, the reasons to be assigned for it, are, that some officers buy horses with more judgment than others, and that more favorable opportunities for the selection of horses offer to some regiments than to others. If the same sum is allowed for the purchase of horses for both light and heavy regiments (which I believe is the case), and the same description of men usually enlisted by both, in what consists the *actual* difference between our light and heavy cavalry, except in the dress, and in those regiments called *light* being more particularly instructed in the duties of the out posts? When the 3d and 4th dragoons were made *light*, I believe I am correct in saying that neither men nor horses were changed, and the only difference was that a blue uniform was substituted for the scarlet previously worn. I never yet understood that those regiments were considered less adapted, either from the size of men or horses, for the duties of light cavalry, than any others in the service. These considerations, and our small cavalry force, have long since induced me to think that every regiment should be *armed, drilled, organized and instructed* precisely in the same manner, and be equally able to perform every sort and kind of duty expected from cavalry, whether at the out posts, or in any other situation, and that there should consequently be no more hesitation in employing a regiment of dragoon guards at the out posts than one of hussars.

Were it proposed that all regiments of cavalry should be dressed in the same manner, the hussar would probably exclaim, Would you take from us the pelisse, the hussar-saddle, and trappings?—The dragoon guardsman, Would you rob us of our velvet facings, and give us cloth ones?—The lancer, Would you deprive us of our cap and lance?

If the answer to these queries rested with me, it would be to this effect:—It is a matter of no importance whether the hussar retains his pelisse, the dragoon guardsman his velvet facings, or the lancer his cap, provided *all* are dressed in scarlet instead of in blue, the lance abolished and replaced by a good carbine or fusil, and every regiment is so constituted as to be able to act when so called on, precisely in the same manner as the Chasseurs-à-cheval in the French service constantly did in the last war; that is to say, they were most efficient at the advanced posts and in every other situation where it was possible to employ cavalry, and formidable as light infantry when circumstances obliged portions of them to dismount, and to act as such; a matter of far more importance in war than most people are apt to imagine. The light infantry should be dressed in scarlet, as well as the heavy, for two reasons; the latter of which appears to me to be of no trifling importance. First, because scarlet is the national color of our troops, is a very

marital one, and moreover is a color for which our enemies have heretofore entertained a very considerable degree of respect, as well they may. Secondly, because a long line of country intersected by numerous roads and paths must, if an open one, be guarded by an extensive chain of cavalry posts; and if all our horsemen were dressed in *scarlet*, none of those doubts could in future exist which, I well remember, too often occurred in the war, when patrols were observed in motion along the front, or crossing from lateral roads. Whether they were British or French (the latter dressed in dark green, and our light cavalry in blue) frequently occasioned unpleasant doubts. And what was too often the consequence of those doubts and uncertainties? Why, that troops who had already been much harassed at the out posts, and to whom every hour of repose was desirable, were frequently obliged to get under arms in great haste, and to remain in that situation until the real state of things was ascertained. Should not these considerations weigh very much heavier than whether blue or scarlet is the prettier and more becoming color?

Having proposed that the lance should be done away with in our army, I feel bound to state my reasons for it. When our lancer regiments were first formed, it was intended without doubt that, being light cavalry, they should take their share of the out posts; but the most ardent and enthusiastic admirer of the lance will scarcely venture to pronounce it a weapon at all calculated for those most important duties. Lancers, with their pistols and lances, are entirely at the mercy of any other description of cavalry who may think proper to use their carbines, and especially so if the ground on which they are posted is at all rugged or intersected; and it yet remains to be proved (for our lancers *have all been formed since the war*) how they will fare in charges, and in close encounters with horsemen armed with sabres. How long did Napoleon's lancers stand before our Life Guards near Senappe on the 17th of June, when the Duke of Wellington's army fell back from Quatre Bras to the position of Waterloo? Amongst the numerous cavalry force of the French in the Peninsula, they had some regiments of Polish lancers; but it must be well known to those who were much employed in advance during those campaigns, that hussars, chasseurs, and dragoons, were indiscriminately used on those occasions, but that the lancers were rarely seen. The first time I ever saw a French or Polish lancer was (as far as I can now recollect) in the winter of 1810, when a vidette with pistol and lance was posted near the causeway at Santarem, and this was at the end of our third campaign in the Peninsula. In the four following campaigns, although it was my lot to be much at the out posts, I scarcely remember to have seen French or Polish lancers. If they are to be retained in our service, I have always thought that instead of being sent to the advanced posts, they should be kept together in solid bodies, for the purpose of charging broken infantry, and that the weapon is better adapted for what we term heavy cavalry than for light. The upholders of the lance will probably urge in its defence the slaughter committed by the Polish lancers, amongst some of our infantry at Albuera, who had been already terribly shattered by grape and musketry, and were assailed, when in *line* (not in *squares*) by those lancers; but every man of the smallest military experience must well know that hussars, chasseurs, or dragoons, could have caused equal havoc at that moment with their sabres, as the Poles did with their lances, and that they could, with equal facility, have put to death the unfortunate wounded men who were lying in a helpless state on the ground, as those barbarians—to their eternal disgrace—did without the slightest scruple. The success of the Polish lancers in the pass of Simosierra against the Spaniards may like-

wise perhaps be adduced in defence of the weapon. The real state of the case, however, was pretty nearly this : Napoleon, who was always impatient of delay, directed those troops which were nearest at hand to attack instantly ; and the Polish lancers of his guard happening to be at his elbow, he sent them charging up a pass which, had it been defended with the least skill or resolution, not all the cavalry in his army could have forced. It is well known that Napoleon contemplated doing away with entire regiments of lancers, and having a troop or squadron attached to every division of infantry when in the field, for the purpose of furnishing the duties of orderlies, and to fall on broken and routed infantry ; and as he intended to have them invariably within reach of the protection of his infantry or of cavalry armed with carbines, he must have considered the lance a most imperfect weapon. Limited as our cavalry force usually has been in war, the question is, whether it would not be wiser to abolish lancers entirely, and to replace them by such a description of force as might be employed with confidence at the advanced posts, and be equally formidable, if not more so, in close encounters ?

HELMETS.—That portion of the British cavalry destined to wear helmets, would find a wonderful change made in their favor, both as to appearance, comfort, and convenience, if the brass casque, with the leopard's skin peak in front, used by Napoleon's dragoons, were adopted in place of the lofty bear-skin helmet, which requires one hand of the dragoon to keep it on his head in a good breeze of wind, and is altogether a most unwieldy head-dress. The brass casque, on the other hand, fits close to the head, it is much less affected by the wind, and is a good protection from a sabre cut. Those who have seen many regiments of French dragoons drawn out in battle array, with their brass helmets glittering in the sun, will, I am inclined to think, agree with me in pronouncing it, beyond all comparison, the most martial and most sensible head-dress they have ever seen worn by the cavalry of any army in Europe.

ARTILLERY.—It will doubtless be deemed the very height of presumption to offer an opinion on any one thing connected with the Ordnance department ; it is forbidden ground for a linesman to tread on ; yet, as it so happens that they are born with eyes and ears like other people, I venture to suggest that when our horse artillery are again employed on service, their field-pieces should be of such a calibre as would enable them at all times to cope with those to whom they are likely to be opposed. It is sufficient here to remark that in many instances of which I had ocular demonstration during the war, the artillery which accompanied the French advanced and rear guards consisted of *eight-pounders (equal to our nines)* ; so that they had a manifest advantage, and *could* and *did* frequently pound our people without their having the power to retaliate with effect. Are not the horses belonging to the British horse artillery more capable of dragging along nine-pounders with rapidity than any in the Continental armies ?

(To be continued.)

THE IRON WAR-STEAMER NEMESIS.—This splendid iron vessel, W. H. Hall, commander, R. N., from Liverpool, last from Prince's island and the Bights, and now in Table bay, is the largest of her class ever built in England, and does great credit to her scientific builder, John Laird, of Liverpool. Her dimensions are 168 feet long, 29 feet beam, and 650 tons burthen, and fitted with two medium pivot-guns, thirty-two-pounders, (one forward, the other aft,) and six swivels. The engines are 120 horse power, of superior make, in good order, and are highly creditable to Messrs. Forrester & Co., of Liverpool ; and she is, we hesitate not to say, one of the finest

steamers that ever came into this bay, and certainly the first iron one. On the 19th June, in lat. 31 S., lon. 8 10 E., she experienced a northwest gale, with the usual high cape sea. She was extremely easy, never shipping any water, and going nine and ten knots an hour, under canvass alone, the floats having been taken off. Last Friday, his Excellency the Governor and suite having gone on board, she slipped from her anchorage, and steamed round the bay, trying the different range of her guns. At two o'clock, P. M., her commander brought her alongside the Jetty, (and we must not forget to mention that here she was first also,) and landed the Governor and suite with three hearty and British cheers. During her stay, she was crowded with visitors ; for the extreme novelty of the circumstance excited the curiosity of all classes from the shore. Having taken on board, in three hours, 100 tons coal, and completed water, although no preparations had been made, she returned to her anchorage in the bay.—*Cape of Good Hope Shipping List, 7th July.*

SAFETY VALVES TO STEAM BOILERS.—At the last meeting of the Society of Arts, the gold Isis medal was awarded to Robert M'Ewen, for a mercurial gauge, which answers the double purpose of an indicator of steam pressure and a safety valve for steam boilers. The novelty of the invention consists in the employment of a mercurial tube as a safe-vent for the steam ; these tubes having hitherto been used only as indicators of pressure, and of a length sufficient to allow the steam to acquire a dangerous degree of pressure without giving any other notice of the fact than what may be observed by the eye. As the action of Mr. M'Ewen's safety-valve depends on a purely physical principle, viz : the opposition of the elastic force of steam to the static pressure of mercury without a mechanical construction of any kind, it affords a free vent for the steam when its pressure exceeds the limit, corresponding to the length to which the tubes are adjusted, according to the strength of the boiler.—*London Athenæum.*

THE PATENT AQUATIC LIFE-HAT.—The patent is of the most important character, and surpasses every other discovery for the preservation of life from drowning, and fully justifies the name given to it. Its great excellence consists in adapting that part of the dress, which is universally worn in all stations, to the purposes of a life-buoy, and is so contrived that there is not any perceptible difference, when upon the head, from the common hat ; which circumstance, together with its lightness and small cost, cannot fail in making it a favorite with the public. But in addition to the above recommendation, the person who uses it can, at his pleasure, and while supported by it, increase its buoyancy sufficiently to save three other persons who may be struggling around him. There is no doubt that, when these facts become generally known, the life-hat will be universally used by the crews of the royal navy, merchant vessels, and different yacht clubs, watermen, and all description of persons whose avocations take them frequently upon the water. The experiments under the direction of Mr. Williams, the superintendent of the Royal Humane Society, whose experience and opinion, being valuable, it may be added, speaks in the highest terms of the excellence and utility of the invention.

NAUTICAL EXPERIMENT.—An experiment was recently made in Portsmouth dock-yard, of the relative strength of three $3\frac{1}{2}$ inch cables, made of yarns spun in 1830, 1838, and some yarns from the rope fished up from the Royal George. That of 1830 broke at 20 cwt. ; that of 1838 at 23 cwt. 1 qr. ; and that of the Royal George at 21 cwt. 3 qrs.

NOTES UPON THE MAXIMS OF NAPOLEON.

BY COLONEL D'AGUILAR,

Deputy Adjt. General to the troops serving in Ireland.

In forming a collection of these maxims, which have directed the military operations of the greatest captain of modern times, my object has been to prove useful to such young officers as desire to acquire a knowledge of the art of war by studying the numerous campaigns of Gustavus Adolphus, Turenne, Frederick, and Napoleon.

These great men have all been governed by the same principles, and it is by applying these principles to the perusal of their respective campaigns, that every military man will recognize their wisdom, and make such use of them hereafter as his own particular genius shall point out.

And here, perhaps, my task might have been considered finished; but perceiving how incomplete the collection was alone, I have endeavored to supply the deficiency by having recourse for further illustration to the memoirs of Montécuculli, and the instructions of Frederick to his generals. The analogy of their principles with those of Napoleon, has convinced me that the art of war is susceptible of two points of view. One which relates entirely to the acquirements and genius of the general, the other which refers to matters of detail.

The first is the same in all ages, and with all nations, whatever be the arms with which they fight. Hence it follows, that great commanders have been governed by the same principles in all times.

The business of detail, on the contrary, is under the control of existing circumstances. It varies with the character of a people and the quality of their arms.

It is with a view to impress the justice of this remark, that I have sought for facts in different periods of history, to illustrate these maxims, and to prove that nothing is *problematical* in war; but that failure and success in military operations depend almost always on the natural genius and science of the chief.

NOTES.

I. Page 5. The frontiers of states are either large rivers or chains of mountains, or deserts. Of all these obstacles to the march of an army, the most difficult to overcome is the desert; mountains come next, and large rivers occupy the third place.

Napoleon, in his military career, appears to have been called upon to surmount every species of difficulty peculiar to aggressive warfare.

In Egypt he traversed deserts, and vanquished and destroyed the Mamelukes, so celebrated for their address and courage. His genius knew how to accommodate itself to all the dangers of this distant enterprise, in a country ill adapted to supply the wants of his troops.

In the conquest of Italy, he twice crossed the Alps by the most difficult passes, and at a season which rendered this undertaking still more formidable. In three months he passed the Pyrenees, beat and dispersed four Spanish armies. In short, from the Rhine to the Borysthenes, no natural obstacle could be found to arrest the rapid march of his victorious army.

II. Page 6. In forming the plan of a campaign, it is essential to foresee every thing the enemy may do, and to be prepared with the necessary means to counteract it. Plans of campaign may be modified, ad infinitum, according to circumstances, the genius of the general, the character of the troops, and the features of the country.

Sometimes we see a hazardous campaign succeed, the plan of which is directly at variance with the principles of the art of war. But this success depends generally on the caprice of fortune, or upon faults committed by the enemy—two things upon which a general must never count. Sometimes the plan of a campaign runs the risk of failing at the outset, if opposed by an adversary who acts at first on the defensive, and then suddenly seizing the initiative, surprises by the skillfulness of his manœuvres. Such

was the fate of the plan laid down by the Aulic council, for the campaign of 1796, under the command of Marshal Wurmsur. From his great numerical superiority, the Marshal had calculated on the entire destruction of the French army, by cutting off its retreat. He founded his operations on the defensive attitude of his adversary, who was posted on the line of the Adige, and had to cover the siege of Mantua, as well as central and lower Italy.

Wurmsur, supposing the French army fixed in the neighborhood of Mantua, divided his force into three corps, which marched separately, intending to unite at that place. Napoleon having penetrated the design of the Austrian general, felt all the advantage to be derived from striking the first blow against an army divided into three corps without any relative communications. He hastened, therefore, to raise the siege of Mantua, assembled the whole of his forces, and by this means became superior to the imperialists, whose divisions he attacked and beat in detail. Thus, Wurmsur, who fancied he had only to march to certain victory, saw himself compelled, after a ten days' campaign, to retire with the remains of his army into the Tyrol, after a loss of twenty-five thousand men in killed and wounded, fifteen thousand prisoners, nine stand of colors, and seventy pieces of cannon. This proves that nothing is so difficult as to prescribe beforehand to a general the line of conduct he shall pursue during the course of a campaign. Success must often depend on circumstances that cannot be foreseen; and it should be remembered, likewise, that nothing cramps so much the efforts of genius as compelling the head of any army to be governed by any will but his own.

III. Page 6. An army which undertakes the conquest of a country has either its two wings resting upon neutral territories, or upon great natural obstacles, such as rivers or chains of mountains. It happens in some cases that only one wing is so supported, and in others that both are exposed. In the first instance—

But in all these cases it is necessary every five or six days, to have a strong post or an intrenched position upon the line of march.

These general principles in the art of war were entirely unknown or lost sight of in the middle ages. The crusaders, in their incursions into Palestine, appear to have had no object but to fight and to conquer, so little pains did they take to profit by their victories. Hence innumerable armies perished in Syria, without any other advantage than that derived from the momentary success obtained by superior numbers.

It was by the neglect of these principles also, that Charles the Twelfth, abandoning his line of operation and all communication with Sweden, threw himself into the Ukraine, and lost the greater part of his army by the fatigues of a winter campaign in a barren country, destitute of resources.

Defeated at Pultawn, he was reduced to seek refuge in Turkey, after crossing the Nieper with the remains of his army, diminished to little more than one thousand men.

Gustavus Adolphus was the first who brought back the art of war to its true principles. His operations in Germany were bold, rapid, and well executed. He made success at all times conducive to future security, and established his line of operations so as to prevent the possibility of any interruption in his communications with Sweden. His campaigns form a new era in the art of war.

A SEMINOLE TRADITION.

BY WASHINGTON IRVING.

When the Floridas were erected into a territory of the United States, one of the earliest cares of the Governor, William P. Duval, was directed to the instruction and civilization of the natives. For this purpose he called a meeting of the chiefs, in which he informed them of the wish of their Great Father at Washington, that they should have schools and teachers among them, and that their children should be instructed like the children of white men. The

chiefs listened with their customary silence and decorum to a long speech, setting forth the advantages that would accrue to them from this measure, and when he had concluded, begged the interval of a day to deliberate on it.

On the following day, a solemn convocation was held, at which one of their chiefs addressed the Governor in the name of all the rest. "My brother," said he "we have been thinking over the proposition of our Great Father at Washington to send teachers and set up schools among us. We are very thankful for the interest he takes in our welfare; but after much deliberation, have concluded to decline his offer. What will do very well for white men, will not do for red men. I know you white men say we all come from the same father and mother; but you are mistaken. We have a tradition handed down from our forefathers, and we believe it, that the Great Spirit, when he undertook to make men, made the black man. It was his first attempt, and pretty well for a beginning; but he soon saw that he bungled; so he determined to try his hand again. He did so, and he made the red man. He liked him much better than the black man, but still he was not exactly what he wanted. So he tried once more, and made the white man—and then he was satisfied. You see, therefore, that you were made last, and that is the reason I call you my youngest brother.

"When the Great Spirit had made the three men, he called them together and showed them three boxes. The first was filled with books, maps, and papers: the second with bows and arrows, knives and tomahawks: the third with spades, axes, hoes, and hammers. 'These, my sons,' said he, 'are the means by which you are to live; choose among them according to your fancy.'

"The white man being the favorite, had the first choice. He passed by the box of working tools, without notice; but when he came to the weapons for war and hunting, he stopped and looked hard at them. The red man trembled, for he had set his heart upon that box. The white man, however, after looking upon it for a moment, passed on, and chose the box of books and papers. The red man's turn came next, and you may be sure he seized with joy upon the bows and arrows and tomahawks. As to the black man, he had no choice left, but to put up with the box of tools.

"From this it is clear that the Great Spirit intended the white men should learn to read and write; to understand all about the moon and stars; and to make every thing, even rum and whiskey. That the red man should be a first rate hunter, and a mighty warrior, but he was not to learn any thing from books as the Great Spirit had not given him any; nor was he to make rum and whiskey, lest he should kill himself with drinking. As to the black man, as he had nothing but working tools, it was clear he was to work for the white and red man, which he has continued to do.

"We must go according to the wishes of the Great Spirit, or we shall get into trouble. To know how to read and write is very good for a white man, but very bad for red men. It makes white men better, but red men worse. Some of the Creeks and Cherokees learned to read and write, and they are the greatest rascals among all the Indians. They went on to Washington, and said they were going to see their Great Father, to talk about the good of the nation. And when they got there, they all wrote upon a little piece of paper, without the nation at home knowing anything about it. And the first thing the nation at home knew of the matter, they were called together by the Indian agent, who showed them a little piece of paper, which he told them was a treaty which their brothers had made in their name, with their Great Father at Washington. And as they

knew not what a treaty was, he held up the little piece of paper, and they looked under it, and lo! it covered a great extent of country, and they found that their brothers, by knowing how to read and write, had sold their houses, and their lands, and the graves of their fathers; and that the white man, by knowing how to read and write, had gained them. Tell our Great Father at Washington, therefore, that we are very sorry that we cannot receive teachers among us; for reading and writing, though very good for white men, is very bad for Indians."—*Knickerbocker.*

DEATH AT SEA.—Among the passages we have marked in Mr. Dana's entertaining book, "Two years before the Mast," is the following:

"Death is at all times solemn, but never so much so as at sea. A man dies on shore; his body remains with his friends, and the mourners go about the streets; but when a man falls overboard at sea and is lost, there is a suddenness in the event, and a difficulty in realizing it, which gives to it an air of awful mystery. A man dies on shore—you follow his body to the grave, and a stone marks the spot. You are often prepared for the event. There is always something which helps you to realize it when it happens, and to recall it when it has passed. A man is shot down by your side in battle, and the mangled body remains an *object* and a *real evidence*; but at sea, the man is near you—at your side—you hear his voice, and in an instant he is gone, and nothing but a *vacancy* shows his loss. Then, too, at sea—to use a homely but expressive phrase—you *miss* a man so much. A dozen men are shut up together in a little bark, upon the wide, wide sea, and for months and months see no forms and hear no voices but their own, and one is taken suddenly from among them, and they miss him at every turn. It is like losing a limb. There are no new faces or new scenes to fill up the gap. There is always an empty berth in the fore-castle, and one man wanting when the small night watch is mustered. There is one less to take the wheel, and one less to lay out with you upon the yard. You miss his form, and the sound of his voice; for habit has made them almost necessary to you, and each of your senses feels the loss.

"All these things make such a death peculiarly solemn, and the effect of it remains upon the crew for some time. There is more kindness shown by the officers to the crew, and by the crew to one another. There is more quietness and seriousness. The oath and the loud laugh are gone. The officers are more watchful, and the crew go more carefully aloft. The lost man is seldom mentioned, or is dismissed with a sailor's rude eulogy—'Well, poor George is gone! His cruise is up soon! He knew his work, and did his duty, and was a good shipmate.' Then usually follows some allusion to another world, for sailors are almost all believers;—but their notions and opinions are unfixed and at loose ends. They say,—'God won't be hard upon the poor fellow;' and seldom get beyond the common phrase which seems to imply that their sufferings and hard treatment here will excuse them hereafter,—'*To work hard, live hard, die hard, and go to hell after all, would be hard indeed!*' Our cook, a simple-hearted old African, who had been through a good deal in his day, and was rather seriously inclined, always going to church twice a day when on shore, and reading his bible on a Sunday in the galley, talked to the crew about spending their Sabbaths badly, and told them that they might go as suddenly as George had, and be as little prepared.

"Yet a sailor's life is at best but a mixture of a little good with much evil, and a little pleasure with much pain. The beautiful is linked with the revolting, the sublime with the common-place, and the solemn with the ludicrous."

From the Philadelphia U. S. Gazette.

THE STEAM FRIGATE.—As much desire is apparent in the city to know something definite in regard to the progress to completion of this vessel, we, with the laudable desire of allaying such curiosity, wended our way some days ago to the scene of operations, the navy yard. As we neared the building containing the vessel, the busy hum and cheerful sounds of industry broke pleasantly on our ear—mixed and blended came the sounds of the grating saw, the hammer's clink, the fall of heavy timber, and the strokes of the axe, as each of the busy multitude engaged on the vessel, applied his separate avocation. Having entered the building we turned our admiring gaze towards the huge vessel, whose enormous proportions were spread out before us. Having walked down the large space in order more fully to view her beautifully modelled shape, we, mindful of the cravings of our readers, turned our attention to obtaining the requisite information; and, by the kindness of some of the gentlemen connected with the yard, we are enabled to lay forth the following particulars.

The frigate is built in the best and most durable manner, of live oak obtained from the southern part of Georgia, and weighing 80 pounds to the square foot. The frame of the hull is supported in the strongest manner with live oak knees, etc., and in regard to bolts and fastenings of every kind, nothing but copper has been employed. She is double-decked, the space between them being a little more than six feet, and in the centre of the vessel is a large space for the reception of the engines, at each end of which there is an iron plate bulk-head or screen, drawn completely across the vessel, for the purpose (in case of a leak) of keeping the water in one part of the vessel, and also to guard against accidents from the fires of the engines. They are at this time planking the upper deck, and the whole vessel is in such a state of forwardness that (were the engines ready) she could be launched in two months. She will be rigged in the same manner as a ship, and will require as her complement two hundred men. Her ordnance will consist of forty-two pounders, and two bombs to throw ten-inch shells—and when in full sailing order her burthen will be 1700 tons. Her weight is estimated at 500 tons. She is nearly as long as the steam-ship *President*, and one foot wider. In her hold is constructed a repository capable of containing 800 tons of anthracite coal, by which the engines are to be worked. In regard to the principal dimensions, we have obtained the following:

	ft.	in.
Length from the counter to nightheads,	228	8
Extreme length to figure-head,	244	0
Extreme breadth,	40	0
Depth in hold,	23	6

She will be ready for caulking in a few days. Taken as a whole this vessel is a splendid specimen of the skill of our artisans. No one should neglect to view so noble a testimony to the already high character which Philadelphia has attained for ship-building.

Leaving the scene of busy industry, we wended our way to another and yet more noisy scene—the engine and foundry establishment of Messrs. Merrick & Towne, who are busily engaged in making the engines for the frigate. Having obtained permission, we wandered through the large establishment, which is filled with workmen, who, in pursuit of their several occupations, made noise enough to have awakened the Seven Sleepers. In the first room we entered, a number of workmen were engaged in filing and polishing various parts of the huge engines. The main centre-pin for the lever beams weighing about 500 pounds was in the process of being turned on a very large lathe. The steam chambers, specimens of great skill in casting, being of a very intricate shape, and cast in a single

piece, are very nearly finished. A huge cylinder, more than 6 feet in diameter, and at least 12 feet high, was being bored. This machine for boring is of a new construction, the body to be bored being placed upright instead of being laid down as is usual: the circle of the bore is more true, it having been found that by the old method the bore was not exactly circular. We also observed a very neat machine for making screws. All the workmen in this room were engaged on articles for the frigate, and the beautiful finish on the brass and steel work is deserving of all praise. In the next room are a large number of forges, the blast of which is derived from a large fan-wheel driven by a steam engine. A small vertical trip-hammer, capable of fagotting a bar six inches square, was in operation as we entered, and was rapidly reducing to shape a large mass of glowing iron.

The foundry next attracted our attention. The mould of one of the frames of the engine was very nearly ready for casting. Outside the door was a frame which had been lately taken from the mould; it weighs about twelve tons, and is of a beautiful Gothic pattern. The castings which we saw are very heavy and very difficult, and the success which has attended Messrs. M. & T. in their efforts thus far, is great evidence of skill and superior workmanship. A large number of castings, varying in weight from one to twelve tons, are in process of finishing here.

The next place to which we bent our steps was to the boiler room, where are four large copper boilers, now nearly finished. At the upper part of the building one of the engines is being put together. The following are the dimensions of some of its parts:

	ft.	in.
Diameter of cylinder, - - - - -	6	4
Length of stroke, - - - - -	7	0
Bed plate, weight 14 tons, with	length	29 2
channels cast on, - - - - -	breadth	7 4
Main shaft of wrought	diameter	1 5
iron, - - - - -	length	25 8
Paddle wheels, entirely of	diameter	29 8
wrought iron, - - - - -	the bucket	10 0
Weight of steam cylinder 8 tons; weight of bed-plate 14 tons; and 36,000 pounds of metal used in the melting.		

These engines are of the kind usually known as the English marine engines. The cylinders are placed vertically, with two lever beams, one on each side, working on pedestals rising from the bed plate, and connected over the cylinder with the connecting rod by side links.

The Gothic pattern which has been adopted is very handsome and appropriate. They were commenced in the January of this year, and will be finished in the spring of 1841.

We view with gratified feelings these substantial monuments of the skill and industry of the mechanics of our city. Our city has long held an enviable reputation for manufactures, and each succeeding day but serves to add to it. The light of intelligence is shedding her cheering beams around our artisans; and on the daily, nay, hourly improvements which they exhibit, Philadelphia builds her proud and honest fame.

MILITARY AND NAVAL ORNAMENTS.

B. DELAPIERRE, Importer and Manufacturer of Military and Naval Ornaments, and embroiderer in gold and silver, 90 Fulton street, New York, begs leave to tender his services to the Officers of the Army and Navy, in the line of his profession. Epaulements, and other ornaments, are there to be had of the best kind, and most substantial workmanship.

B. D. has imported from the most celebrated military clothing establishments in London, a small lot of the identical blue Silk Velvet, used in the British service for the corps of Topographical Engineers, a sample of which is deposited in the clothing bureau at Washington, and has been approved of by the chief of the corps. May 2—tf

OFFICIAL NAVAL REGISTER, FOR 1840.—A few copies for sale at this office. Ap. 2.

WASHINGTON CITY,

THURSDAY...NOVEMBER 5, 1840.

On examining our late files of London papers, we discover that harmony does not prevail universally throughout the several corps and regiments of the British army. This spirit of disaffection and animosity may exist in other services, but we seldom hear of them, for two obvious reasons: *first*, the English newspapers collect and eagerly circulate all the gossip, in low life as well as in high life, with which every community abounds; and, *secondly*, being published in the same language as our own, they are more accessible to us, it being considered scarcely worth the trouble to translate from foreign tongues every trivial circumstance.

The two most prominent cases which have attracted the attention of the British public, we shall introduce to the notice of our readers, more for the ideas of military etiquette and discipline entertained in the mother country, than for the views of fashionable life presented by them.

In the British army, it is known, the regiments are never commanded by the colonel, who holds a higher rank, from major general to that of field marshal.

Prince ALBERT, shortly after his marriage with Queen VICTORIA, was appointed a field marshal, and assigned to the command of the 11th Hussars, of which the Earl of CARDIGAN is lieutenant colonel, and immediate commanding officer. It is to be presumed that all the officers of this regiment are scions of nobility, or men of wealth. In it are two captains named REYNOLDS, not related to each other.—One of them is Captain *John Williams* REYNOLDS, (a nephew of the celebrated Captain BASIL HALL,) and the other is Captain *Richard Anthony* REYNOLDS. Both of them, it seems, have become engaged in a controversy with Lord CARDIGAN, on entirely different grounds, and at different though nearly the same periods, the merits of which can be best understood by the accounts given of them in the English papers themselves.

"LIEUTENANT COLONEL THE EARL OF CARDIGAN AND CAPTAIN REYNOLDS.—A short time back, an evening party was given by the Earl of Cardigan, to which, as usual, several officers of the regiment were invited. In the course of the evening, a young lady observed casually, aloud, that she "did not see Captain Reynolds there," or words to that effect. The Earl of Cardigan, who happened to be near, heard the remark, and replied, "Oh, no; he is not one of my visitors." The words were uttered without any marked expression, and did not, at the time, attract particular attention. They were, however, carried to Captain Reynolds, who, conceiving that the expression was calculated to affect him as a gentleman, wrote a letter to the Earl of Cardigan, to know if the expression had been used, and in what sense. This letter remained unanswered, and the consequence was, that Captain Reynolds, stung with this apparent further slight, was induced to send a second and stronger letter, couched in terms which could

bear no other interpretation than that of a challenge. On receiving this letter, the Earl of Cardigan consulted with his friends, and, after fairly considering the matter, it was determined to submit the letters, with the whole of the circumstances connected with the case, to the consideration of the colonel of the regiment, his Royal Highness Prince Albert. This was accordingly done, and the result was what might have been expected. The Prince, on receiving the papers, laid them before the Commander-in-Chief, Lord Hill, for his opinion thereon, when it was resolved by the latter to let the matter come fairly before the public in the shape of a court-martial, which will very shortly be held. In the mean time, Captain Reynolds has been placed under arrest, and a great deal of very unpleasant feeling has been excited in the regiment.—*Brighton Herald*."

This refers to Captain R. A. REYNOLDS, and the court for his trial convened at Brighton on the 25th September. The result we have not yet seen announced.

The affair with the other Captain REYNOLDS is narrated in full in the United Service Gazette of September 18, interspersed with much censure of the authorities. From this narrative, we extract as much as will explain the transaction:

"It is not without considerable pain and reluctance that we have felt ourselves compelled to copy the statement and correspondence which will be found in another part of our gazette, in reference to the unpleasant affair in the 11th Hussars, between Lieut. Colonel the Earl of Cardigan and Captain J. W. Reynolds, the nephew of Captain Basil Hall. * *

"The *causæ belli*, it will be seen, arose at one of those inspection dinners which compel officers of all ranks to be mulcted of something like a guinea a head, for the purpose of entertaining the general staff-officer who is sent by the Horse-Guards to report on their efficiency. Setting aside the tax thus levied upon gentlemen not proverbial for their wealth, for the purpose of banqueting an officer who visits the regiment in the performance of a professional duty, for which he is liberally remunerated, and who, if his report were known to be unfavorable, would prove a most unwelcome guest, there is something degrading to the inspecting general himself in being the recipient of costly courtesies from a set of men on whose condition and efficiency he is bound to report to the authorities.

"Well: the Major-General (Sleigh) having arrived at the mess-room of Prince Albert's Own Hussars, and every 'delicacy of the season' having, as usual, been provided, the wines were, no doubt, of corresponding rarity and excellence, 'and all went merrily as a marriage bell,' until Captain Reynolds called for a bottle of Moselle, which, being placed before him, was partaken of by himself and those around him. Unfortunately, however, for the nerves of the over-refined, it was brought to the table in a stark naked black bottle. This completely upset the equilibrium of the Lieutenant-Colonel, and he sent next day the president of the mess, (a Captain Jones,) to Captain Reynolds, to reprove him for 'having a black bottle on the table at such a dinner, as the mess should be conducted like a dinner at a *gentleman's* house, and not like one at a tavern or *pot-house*.'"

A correspondence ensued, which resulted in the arrest of Captain REYNOLDS, (three days close, and eight days at large,) without any charges being preferred against him. He was then released, with a severe reprimand from Lord HILL, the commander of

the forces, who approved the conduct of Earl CARDIGAN, in every particular. Not satisfied with such a termination to his arrest and confinement, Captain REYNOLDS, through his friend and former guardian, appealed first to the Secretary at War, and then to Lord MELBOURNE, the Prime Minister, but without effect. In the correspondence with the Secretary at War, the Right Hon. T. BACINGTON MACAULAY, this singular distinction between the powers and the duties of the Secretary at War and the commander of the forces, is drawn by the former:

"The finance of the army is the proper business of my department. The discipline belongs to the department of the general commanding-in-chief. Of course the line which separates the two provinces cannot be drawn with perfect accuracy. * * * The case you have submitted to me is not one in which the pecuniary interests of the state are either directly or indirectly concerned. It lies entirely within the jurisdiction of the general commanding-in-chief; and whether his decision be or be not just, I have no pretence for interfering."

We do not profess to be familiar with the constitution of the British Government or the British army; but there is a radical defect in answering the ends of justice, if there be no appeal from the decision of the commander of the forces. "There is no appeal from Cæsar," may be acknowledged and submitted to on the field of battle or in camp; but in a time of profound peace, and so near, too, to the highest authority known in the land, (the sovereign,) it seems an act of tyranny to deny to any one, who considers himself aggrieved, the poor privilege of an appeal. In this country, at least, it would not be safe to delegate so important a power as that of pardon or approval of a sentence to any but the highest officer known among us—the President of the United States, or the Governor of an independent State. Here, an officer may appeal to the President or to Congress, if justice or his rights be denied him by his superior or commanding officers.

ARRIVALS AT WASHINGTON.

Oct. 30—Major Gen. A. Macomb.
Lieut. M. S. Miller, A. D. C.
Maj. W. L. McClinton, 3d arty., Fuller's
Nov. 2—Lieut. F. Britton, 7th infy, Brown's
Lt. J. E. Johnston, top. eng., Mrs. Ulrick's
4 Lieut. R. F. Baker, 7th infy., Fuller's

PASSENGERS.

SAVANNAH, Oct. 26, per steamboat Gen. Clinch, from Pilatka, Dr. C. M. Hitchcock, of the army.
Oct. 28, per ship Gov. Parkhill, from New York, Lieuts. J. Van Horne, Stephen W. Sherwood, C. H. Humber, P. Lugenbeel, and two hundred and twenty five troops, bound to Florida.

CHARLESTON, Oct. 27, per steam packet Huntress, from Wilmington, Col. H. Stanton, of the army.

REVIEW OF THE MILITARY AT ROCHESTER.—The uniform companies of this city, in connexion with the United States troops, the whole to be under the immediate command of Captain Lowd, of the United States army, will be reviewed by His Excellency Governor SEWARD, at Camp Lowd, next Tuesday afternoon, at three o'clock.—*Rochester Democrat*, Oct. 24.

Domestic Intelligence.

From the Norfolk Beacon.

GOSPORT NAVY YARD, Oct. 17, 1840.

SIR: At a meeting composed of delegates appointed from the several departments of mechanics of this yard, held for the purpose of tendering to you, our late worthy commander, the feeling of respect and justly-deserved admiration entertained for you, for the officer-like and gentlemanly deportment which has ever characterized you in your intercourse with us, both in public and in private, during a period of nine years, a term replete with incidents, which though of a character, and connected with circumstances which forbade a public acknowledgment of our approval, but now, separated as we are, and surrounded with circumstances of an entire different nature, when our motives certainly cannot be impugned by public sentiment, we feel it a duty incumbent upon us, thus to make a tender of not only our obligations, but of the estimation in which we hold your worth as an officer and as a gentleman.

The undersigned, a committee appointed at the meeting referred to above, entering upon a duty like this, representing so large and respectable a body of mechanics, do, with feelings of the most profound respect for yourself, and with a desire to do honor to our constituents, assure you that the many ties by which you have been endeared to us whilst our commander, are of such a nature that duty, together with a high sense of honor, impelled us to this course; and while we part with you with emotions of regret, we trust that the same characteristics which have ever marked your course through life, will continue the same in that station, the duties of which you will shortly enter upon.

The committee, sir, possessing the most ardent wishes for the continued honor, health, and happiness of yourself and family, do thus respectfully subscribe ourselves:

THOMAS GREEN,
WILLIAM ARMISTEAD,
MERIT PARSONS,
SMITH C. HERBERT,
EBENEZER THOMPSON,
JOHN D. COOPER,
GEORGE W. RANDOLPH,
JOHN F. C. POTTS,
JOSEPH REYNOLDS,
JOHN ROSER.

To Commodore LEWIS WARRINGTON.

NORFOLK, Oct. 19, 1840.

GENTLEMEN: Your letter of the 17th, as a committee on the part of the mechanics of the Gosport navy yard, was this morning handed to me. Such a mark of their confidence and regard, as unexpected as unusual, has been received by me with feelings of no ordinary kind. That I should have performed the duty of this yard with some degree of satisfaction to myself, must have been presumed; but that in the course of so long a period, I should have conducted myself so as to have secured their good will and favorable opinion, was much more than I anticipated. Although conscious that on all occasions I have meted out, or endeavored to mete out, justice to all, I could not for a moment imagine that my motives, which propriety and self-respect alike forbade me to make known, would or could have been so well understood and appreciated. That some should have been so well satisfied as to offer a written proof of it, I might, without a violation of delicacy, assume; but that it should have been general, and expressed in such strong terms, was beyond my most sanguine expectations.

I am aware that, for the result, I am indebted to

their own good conduct chiefly, and that to their activity and industry is, in a great measure, owing the harmony which has prevailed, and the reputation which the yard has acquired. To express this to them now is a pleasure, and to make it known on all proper occasions will be my pride and my boast. I beg you to make known to those whom you represent, my just sense of this proof of their good will, and to assure them, as well as yourselves, that wishing all, with their families, health and happiness, I bid them and you a long and cordial farewell.

I am, very respectfully, your obedient servant,
LEWIS WARRINGTON.

To Messrs. Thos. Green, Wm. Armistead, Merit Parsons, Smith C. Herbert, Ebenezer Thompson, John D. Cooper, George W. Randolph, John F. C. Potts, Joseph Reynolds, John Roser.

THE BOUNDARY QUESTION.—THE HIGHLANDS.—The Gardiner (Me.) Spectator, contains the following extract from a letter to a gentleman in Gardiner, from Professor Renwick, one of the engineers engaged in the boundary survey:

"I am happy to be able to communicate to you that the result of my operations will probably leave no other basis for the British claim than the quibble whether the Bay of Fundy be the Atlantic ocean. I have discovered and explored a range of mountains extending from the Bay of Chaleurs, around the heads of the branches of the St. Johns to the Temiscouata portage, so that even on the British ground that the highlands are necessarily mountains they can be met to advantage. The height of these mountains I can only guess at, until I make up the calculations."

THE N. E. BOUNDARY.—The Quebec Gazette, of Friday, has the following extract of a letter on the movements of the N. E. boundary surveying expedition, dated

"RIVIERE DU LOUP, October 20.—The whole of the American exploring party, with Professor Renwick, are now at Lake Temiscouata; they pretend to have found out some highlands near the Toodelick lake, which adjoins Temiscouata, by a river of the same name.

"Captain Hawkshaw, R. E., and Mr. Harvey, (son of Sir John Harvey,) have just started in company with Liéut. Broughton, R. E., one of the commissioners—they are going to Quebec for a day or two. Mr. Featherstonhaugh remains here, and joins Lieutenant Broughton at Riviere Ouelle, which they have to explore, and then they close their labors for the winter."

Foreign Miscellany.

LIFE BOAT.—At the meeting of the British Association in Glasgow, a life-boat was exhibited, called a "riddle life-boat," from the bottom being pierced like a riddle. The characteristic property of the boat is, that it cannot fill with water, as the fluid runs out as fast as it enters. Its buoyancy is derived from a hollow elliptical tube, made of sheet iron, fixed to the sides of the boat.

MERIT REWARDED.—The Halifax (N. S.) Journal says: "His Majesty the King of France has directed that a 'Gold Medal of Honor' be presented to Captain Darby, superintendent of Sable Island, as a reward for his exertions in saving the crew and passengers of the French ship Maria, wrecked on that island on the 15th of Sept. 1839, and also that fifty-six dollars be paid to an English seaman who was injured in assisting Captain Darby."

The above, says the New York Express, is the second medal received by Captain Darby, from the French nation. The first was presented to him by Charles X., accompanied by a sum of money, for

his exertions in saving the officers and crew of the French frigate L'Egerie, which struck on the sand bank of Sable Island in the year 1825, and was totally lost.

WOOLWICH DOCK-YARD.—The extensive improvements taking place in this great naval dépôt, are such as will, in a short time, render it superior to any in the kingdom. The dry dock opposite the blacksmith's shop, at the east end of the yard, is, without exception, the finest and most commodious that has ever been built, and is constructed of the most durable materials, being first laid in the bottom with one foot of brickwork, and over it large granite stones, about three feet six inches in thickness, and each many tons in weight. The base of this dock is 230 feet in length, and of a proportionate breadth; but it will contain vessels of upwards of 300 feet in length on the upper deck, owing to the manner in which it is constructed. At the west end of the dock-yard, excavations have been going on during the whole summer, for the purpose of making a dock of still greater dimensions, designed by Mr. Walker, engineer, and it is intended to lay the foundation-stone in the course of a few days. The contractors for this dock, Messrs. Grissell and Peto, of York road, Lambeth, have had great difficulties to contend with in making the excavations. At a few feet from the surface, they came on a rich alluvial deposit, in which the hazel and other nuts, and clumps of trees, were found in a perfect state of preservation, and the leaves were in many instances in layers six feet thick. Under these was a considerable bed of concrete-like blue clay, all of which had to be gone through before a safe gravelly bottom could be found. This has now been obtained, but not without great interruption from powerful springs rising in all directions; and it has required the constant and unceasing exertion of a forty horse power steam-engine, pumping night and day, to enable the men to proceed with their labors. The dimensions of this dock will be 300 feet at the base, and, as it will be constructed on the improved principle, it will admit of vessels of 400 feet in length on the upper deck. This is considerably larger than any ever yet made; but it is anticipated that steam-vessels of this gigantic size will be laid down, when docks, capable of containing them for fitting and repairing, are ready for their reception.

WOOLWICH.—WARLIKE PREPARATIONS.—The quantity of large pieces of ordnance recently transmitted to various parts of her Majesty's dominions, both at home and abroad, from the royal arsenal, Woolwich, has been considerable, and there are at present on the grounds the following large guns labelled and ready for being shipped by the first opportunity for their destinations:—Six pieces of ordnance for Portsmouth, eight inches in diameter of bore, capable of projecting balls of 65lb. a distance of three miles, or eight-inch shells filled with the most destructive kinds of instruments of warfare a similar distance, charged with fuses in such a manner as to explode at the requisite time, with the greatest certainty, and with almost unerring aim from the nature of the materials. Ten guns of exactly the same dimensions are labelled for Devonport, and ten for Corfu. In addition to these there are ten 32 pounders, and twenty six 24 pounders, for Corfu; so that it will appear the greatest number are for the British stations in the Mediterranean. Great progress has been made at the foundry of the royal arsenal at Woolwich, preparatory to another large casting of brass ordnance, which will shortly take place, although the precise day has not yet been named. Twenty-five years of peace, even with a reduced establishment, owing to the improvements that have taken place, has enabled the Ordnance Département to keep up a far greater

supply than the times required; but a casual visiter to the royal arsenal would at once discover a great number of vacancies where the largest description of guns are usually placed. It is now also determined upon, that Napier's machine for making balls by compression will be worked by steam, and the turners and borers of cannon will be arranged so as to work by the same power. At present the same system as was acted upon forty years ago is used in the boring of large guns, horses being employed as the moving power. This alteration will relieve about ten artillerymen who take charge of the horses engaged in this duty.

Correspondence of the London Times.

"TOULON, Oct. 2.—In the outer harbor, which is one of the finest natural basins in the world, sheltered from all winds, surrounded by impregnable positions, and bristling with batteries, the same absence of life prevails. There are literally no small steamers to ply across it, and only a pair of miserable boats, which go once an hour from La Seyne to Toulon. Between Marseilles and Toulon—that is to say, between the greatest mercantile and the greatest military port of Mediterranean France—separated by a distance of scarcely forty miles of safe and sheltered navigation, there is only one steamer, *Le Saphir*, a boat of forty horse power, which generally requires six or seven hours for her passage. Yet the traffic between Marseilles and Toulon by land is very great; the road is blocked up with wagons, and there are no less than nine diligences for travellers. But nothing can conquer the cat-like antipathy of the French to aquatic conveyances; and as to the carriage of merchandise, the port-dues and quay-dues of Marseilles are so preposterously high as to amount to a prohibition of the greater part of the coasting trade. Such, too, is the severity of the French Douanes, that the smallest pleasure boat in which you may have ventured to take an hour's sail in the outer harbor, is overhauled by the custom-house officers on returning to port, and on the same principle the French steam-vessels which ply between one point and another of the coast are treated on their arrival as if they came from a foreign port, lest, it is said, they should have taken in contraband goods at sea. The obvious inference is, that coasting navigation is in its infancy; and I will venture to affirm that more steam vessels for English, Irish, and Scotch ports leave the Clyde at Glasgow every week than there are in all the ports of France. In the harbor of Toulon I have seen four of the steamers which carry on the communication with Algiers, the *Papin*, the *Chimere*, the *Tartare*, and the *Phæthon*; they are small vessels of low power, very inferior to those fine boats which ply between Glasgow and Liverpool. The *Charlemagne*, a steamer of larger size, is now preparing for sea at La Seyne, but she is built by an Englishman, and her engines have just arrived from England.

"It is time, however, to turn my attention to the actual state of the vessels of war which are ready or nearly ready to join the fleet. The *Scipion* and the *Jena*, both first class men-of-war, sailed for the Levant on the 22d inst. The *Jena* had on board M. Lagrenée, French minister in Greece, whom she was to convey to Athens. Both these vessels had their full complement of men on the war establishment. The *Ocean* (130), in which Admiral Rosamel hoists his flag, the *Trident*, and the *Marengo* (80), were allowed free pratique on the 21st, on their return from the coast of Tunis. The quarantine, by the way, for vessels returning from Algiers with clean bills of health, is seven days; twenty-five in case of any death on board. The *Trident* has since returned to Africa with about 1100 of the 26th, 61st, and 59th

regiments of the line. Admiral Rosamel's squadron is consequently reduced to two ships, which are still here. He is said to be too ill to retain the command, and it is supposed that the new admiral, when he is appointed, will hoist his flag in the *Souverain* (120), which is also lying in the outer harbor. The *Ocean* is an old vessel; indeed, with the exception of the *Hercules* and *Montebello*, it would be difficult to name a French line-of-battle ship of very recent construction. The *Souverain* is at least thirty years old, but she has never been out of port, although built during the empire. The other two vessels above mentioned are of course ready for sea, but the *Souverain* has not got half her complement of men; she has at present only 450 men out of 1000; but the French plan when hands run short is to draught a party of *infanterie de marine* on board. Besides these vessels, there are in the harbor the *Fleche*, a brig; and the *Marne*, a transport; and no others. The ludicrous effect of four steamers, three men-of-war, a transport, and a brig, in a harbor like that of Toulon, which would hold all the navies of Europe, and at a time of extraordinary preparation in the first military port of the Mediterranean, certainly does enable me to think of our own resources with perfect composure as to the result of a collision between the two nations. This fine roadstead has every thing in the world but a vigorous and active maritime population. I have not seen so much as a fishing smack with her sails cleverly set; indeed, what is most remarkable is the absence of small craft of all descriptions. I must not, however, be understood to speak slightly of the vessels themselves which I have named; they are fine ships, in complete order, neatly kept, and manned with tight active lads; though, indeed, the majority of the crews struck me as very young, and too slight to work the great guns.

"If this be the aspect of things in the outer port, where Admiral Rosamel's squadron of reserve does cut some figure, I am still less astonished at the Prefet Maritime to conceal from English eyes the blanks of the arsenal. They have literally only one line-of-battle ship, the *Ville de Marseilles* (82), preparing for sea, and she is so far from being ready, that although she is so full of carpenters, the crew is still to be found. The frigate *Iphigenie* (60) is somewhat more advanced, and it is said that she is destined to convey troops to Bourbon; but the *Ukraine* (60), the *Melpomene* (60), and the *Independante* (60), all frigates intended to join the fleet in the Levant, are still very backward, and wholly unprovided with men. There are no other vessels preparing for sea, though some others are in the *chantiers de construction*.

"It is said that the levy of men for the service will amount to 10,000. The best sailors come from Brest, La Rochelle, and the Atlantic ports; but all along the Mediterranean coast, from Cette to Toulon, the maritime conscription has been very active and very odious.

"In France, all persons who gain their livelihood as boatmen, fishermen, sailors, &c., are registered by the Government; and up to the age of fifty they are liable to serve in the navy. Of late the pursuit of those to whose turn it fell has been very violent; many of them have been seized by force, and even the laborers in the port have not escaped.

"It is impossible not to perceive that, in spite of all the efforts made by the French, their navy is an excrescence, an artificial creation, which cannot command the sympathy or the support of the community, even in their own ports. And it is equally true that the destruction of a fleet in one great naval battle would effectually cripple the resources of France for a considerable length of time, and place her in a position of the greatest embarrassment with respect to Algiers. If a war ever does take place in

the Mediterranean, and the French retain possession of their Algerine provinces, either those provinces must be able to support and defend themselves from internal and external aggression, or the French must acquire complete supremacy in the Mediterranean. But although M. Thiers declares very emphatically that Algiers is an element of strength, not of weakness, to France, it would be rash for a minister to reckon with confidence on either of these means of defence."

A NAVAL VETERAN.—Died at Stoke, Mr. William Doyle, late a superannuated boatswain of her Majesty's navy, aged 84. This venerable man was the last, we believe, who sailed round the world with Captain Cook. He entered the navy when very young, and in 1776 sailed from this port with the redoubted navigator, in the *Resolution*, attended by Captain Clerke, in the discovery, and was coxswain of the boat of *Owhyhee*, Sandwich Islands, when Captain Cook was killed, on February 14, 1776, and has often detailed, with peculiar vividness, to his attentive auditors, that lamentable affray with the natives. He was boatswain of the *Blanche*, in the desperate fight with the *Pique*, in the West Indies, when her gallant commander, Captain Faulkner, lost his life, and his brave first lieutenant, now Admiral Watkins, swam with his sword in his mouth to board the enemy. He also served in the *Atlas*, in which ship he lost the sight of his right eye, and afterwards in the *Magnificent*, where the other was injured. He was wrecked in the *Crocodile*, and by his exertions saved the lives of several persons at Salcombe Sands, where he was eight hours in the water, and succeeded in saving the lives of lady Berkeley and her three children. He subsequently served in the *Bienfaisant*, and was pensioned from that ship in 1800, on account of his blindness. After using every effort to regain his sight, he was advised to try the air of West. He accordingly came to this place, and remained till the time of his death. He was a man gifted with extensive powers of comprehension in the mathematics, and his extraordinary qualities have been often put to the test by more than one experienced naval officer. He was boatswain in the ship which took the celebrated scholar, Sir W. Jones, to India in 1783, by whom the deceased was taken much notice of. Sir William discovered that Doyle was superior in knowledge to his compeers, and to this great man he was indebted for his knowledge in the mathematics. His person was particularly known to every one in the neighborhood in which he lived, and his intelligence and effusions of humor have thousands of times served to amuse his gossiping neighbors. The deceased's life was one of extraordinary adventure. On one occasion, while with Captain Cook, he accompanied a party on shore, but, on their return to the ship, Doyle was missing, and his shipmates, after every possible search, gave him up as lost, and there was every reason to fear, from the habits of the natives, that he had been murdered, probably roasted alive; some time after, however, Doyle was seen on the beach, and on his being brought off to the ship, he displayed all the appearance of a native chief. Having strolled from his companions, he fell into the hands of the natives and was taken off, but, fortunately finding favor in the eyes of one of the daughters of the chief, his life was spared. He was tattooed as one of the "royal family," and lived happily and comfortably enough for some days, when he had the satisfaction of seeing three prisoners taken and roasted for a feast. This was sufficient to show Doyle that his matrimonial elysium might not be very lasting, and he contrived to make his escape. This served him on another occasion. While on a foreign station, orders to return to the ship were too frequently disobeyed, and the

discipline on this point was consequently drawn "taut." Doyle had, unfortunately, on one occasion, remained on shore too late for the last boat, and determined, being a good swimmer, to swim off to his ship, commanded by Captain Holloway; but, by some mishap he mistook his ship, and got on board the *Pegasus*, then commanded by his late Majesty. Doyle was ordered to be flogged, but all hands were so surprised at the ornamented nature of his person that he was turned ashore. The next morning an explanation was given, and his Royal highness was ever afterwards a friend to the deceased. Doyle was severely wounded on several occasions, but his nearest escape was in a fracas on shore. The ship to which he belonged arrived at the time of a revel at Stoke, and accompanied by two of the mates, they resorted to this place of general amusement. When here, their attention was attracted by one of the primitive methodists, who were about this time first making progress in the West, and who was charitably offering redemption to all, not even, said the preacher, "excepting the boatswain of a man-of-war." Whether this was personally applied or not, deceased did not stay to inquire, but, jumping upon the platform on which the preacher was placed, knocked the orator down. This was the signal for a general uproar; the deceased received two severe wounds in the head.—*Devonport Telegraph*.

MANNING THE NAVY.—Remarks have been made in the French papers on the supposed difficulty at present experienced in obtaining seamen in this country. It does not seem to be known to those who make such remarks, that in time of peace no bounty can be given to seamen. The Government of this country can resort neither to impressment nor to conscription. At this season of the year, too, our commercial navy is in full employment; but sailors are entering every day, and when the ships now out on distant voyages return to our ports, men will enter abundantly.—*London Morning Chronicle*.

FRENCH PREPARATIONS.—The cannon foundries at Toulouse, Strasburgh, and Douai, are in full operation, whilst the number of workmen have been doubled at the several manufactories of arms at Metz, Mezieres, Besançon, Nevers, Rheims, Tulle, St. Etienne, &c. Eleven Government powder manufactories, capable of supplying 2,000,000 of kilogrammes of gunpowder a year, are also in full activity. The commencement of the works for the fortification of Paris at several points is moreover announced, and they are said to be proceeding with as much expedition as possible. The coast of Toulon is to be fortified.

THE BELLEROPHON AND THE FRENCH STEAMER.—In February, 1838, as our readers may remember, the *Bellerophon* was accidentally placed in a situation of considerable danger off Gibraltar, and the *Phare*, French Government steamer, commanded by Lieut. Duparc, hastened to tow the ship into a place of safety. The admiralty, in acknowledgment of the friendly assistance of that officer, has sent him a handsome sword, on the blade of which is engraved the name of the vessel and the date of the occurrence, with the words "The Admiralty to Lieut. Leon Duparc."

MARSHAL NEY.—Ney's principal defence, so far as his personal honor was concerned, rested on the impossibility of restraining his troops; that he held out for the King as long as he could, and only yielded to necessity. It was alleged that when Louis XVIII inquired of him what were the best means of strengthening his throne, the answer was, "One word, your

Majesty: let the Imperial guard be called the Royal guard, and your throne is indestructible." It was further stated, in course of the trial, that Napoleon said to him at Auxerre, "Marshal, you have acted at Compeigne as my cruellest enemy. If Louis XVIII had followed your advice, I should not be here." When it was proposed to rely on the fact of his having been born a Prussian, he indignantly repudiated the objection, and he was with difficulty persuaded to suffer his counsel to appeal to the 12th article of the treaty of Paris, establishing an amnesty. It was answered that Louis XVIII was not a party to the treaty; and M. Berryer was suddenly interrupted by the President, and desired to refrain from pressing the topic. He persevered, notwithstanding, till the Marshal exclaimed, "You see that it is a preconceived plan. I had rather not be defended at all, than be defended according to the pleasure of my accusers." His friends supplicated him to allow his counsel to renew their efforts to obtain a hearing; but he remained deaf to their entreaties, returned to his prison, and quietly went to dinner, where M. Berryer found him eating with as good an appetite as if nothing had occurred. Four guards or sentinels were posted in the four corners of his room; one of them was advancing to take away a knife with which the Marshal was helping himself, when a frown, and the contemptuous expression "*quelle lachete!*" induced him to fall back. Ney took leave of M. Berryer with these words: "Adieu, my dear defender, we shall meet again above." He was attended to the place of execution by the curate of St. Sulpice. A coach was in waiting to receive them at the prison gates; and when the curate hesitated to enter first, he insisted, saying, "As for me, I am going farther than you." In consequence of the part he took in this affair, M. Berryer was for many years under the ban of the authorities; and he complains greatly of being excluded from the Council of Discipline, and other professional distinctions, through their instrumentality, though repeatedly nominated by an immense majority of his brethren.—*From Reminiscences of the French Bar, in the Law Magazine.*

A QUEER DUEL.—An unlooked for termination to an intended tragedy occurred some years ago at Portsmouth. Captain Adamson was constantly complaining that his subaltern did not treat him with sufficient respect; but the more he pointed out the necessity for his being accosted with the deference due to his age and superior rank, the more waggishly familiar would Ridley's language and manner become. Adamson for a considerable portion of his life had held some post at an isolated corner of one of our West India islands, and being the "head buckra" while there, acquired an idea of his own importance, with which, on his revisiting Britain, he was reluctant to part. He was in the main, however, a kindly disposed person, but very illiterate, and not overblest with natural sagacity; yet, despite the constant freedoms of Ridley, the captain was never so happy as when in his sub's society.

One day, nevertheless, the superior opined that his lieutenant had carried the joke too far. The head and front of his offending was that of having called Adamson "Jimmy," in the presence of some ladies, at whose house the captain flattered himself he was a welcome guest, not only for his amusing conversation, but from his rank in the army.

"If ever you presume to call me so again, I shall take serious notice of it," he spluttered; "James would be quite bad enough, young sir, but Jimmy—it is not to be borne—and I'll show you that I could, if I liked, bring you to a court-martial for using language to your superior unbecoming the character of an officer and a gentleman."

"Court martial, indeed?" replied Ridley: "try it my jolly old boy; why you are known *only* by the name of Jimmy, and hang me but I think you were christened Jimmy."

"I shall not bear this insolence; you shall hear from me."

A friend of the captain's waited on Ridley, informing him that his presence was expected on South Sea common at the hour of eight on the following morning.

Before the clock struck, Adamson, his second and a surgeon, to show that the bold challenger was determined to bring matters to a sanguinary issue, were seen on the ground. The morning was raw and cold, a heavy sea mist came rolling over the flat, much to the discomfort of one who had resided long in the tropics. The trio remained at their post for an hour, yet Ridley came not; then Adamson, apologising for having given his companions such unnecessary trouble, took leave of them, and made his way to the barracks, breathing vows of vengeance against the man whose conduct had forced him to seek the only means of insuring future respect, yet who had shrunk from giving him any satisfaction; instead of which the air and exercise had given him a ferocious appetite, and his inward man betokened by certain grumblings that he required his morning meal with as little delay as possible.

On entering his room, he found, to his disagreeable surprise, that no preparations had been made for his breakfast—his grate was empty, all looked cheerless and uncomfortable.

"What is the reason of this shameful neglect, sir?" he demanded of his servant.

"Why, please sir, Mr. Ridley's man came and said as how I wasn't to get breakfast ready, but when you came in from your walk, I was to give you this."

Adamson glanced at the note presented; it was in Ridley's hand. Some new insult, doubtless, he dared not open it while even the eye of the servant was upon him. Desiring the man to quit the room, he broke the seal, and read as follows:

"My Dear Jimmy—How could you think I should be such a fool as to leave my warm bed to get in the damp for the purpose of shooting at you? Lord love your dear stupid head! Did I establish my character in Spain for nothing? Ask any man in the service who knows me, whether I can afford to refuse fighting with my James. I hope the sea breezes have cooled your fever and made you hungry. I have a capital breakfast ready for you—tea, coffee, hot rolls, boiled ham, eggs, and (what I know you dote on) a red herring stuffed with bird's eye peppers. Come along at once; for by the god of war I shant wait you half as long as you were fool enough to cool your heels expecting me, likely. What! fire at my own captain? my dear friend Jimmy? Impossible!

Yours as ever,

FRED. RIDLEY.

"P. S. If you don't make haste, your West India favorite will be overdone."

Perfectly astonished at this epistle, half dying with emptiness, and really feeling a strong regard for the offender, Adamson did not think it necessary to deliberate, but went directly to his subaltern's room, the savory steam of the viands urging his steps; he tapped at the door.

"Come in, old boy!" was shouted by his tormentor; who, seizing him by the hand, placed him in a chair close by the fire.

"Mr. Ridley," attempted Adamson, "this is very extraordinary—"

"Warm yourself, Jimmy."

"I really ought to be offended, but—"

"Eat, Jimmy."

"You are so fond of a joke that—"

"Drink, Jimmy."

He interrupted the captain's every speech by ply-

ing him with good things; and when he saw that the cravings of nature were satisfied, said to him in a tone of mock gravity—

'Now, my dear Jimmy, take my advice; keep this little piece of folly of yours entirely to yourself, or you will be laughed at more than ever.'

The butt did *not* take this counsel. It was to his unwisely detailing the particulars that the garrison owed the diversion occasioned by the story of this defeated duel.

Selected Poetry.

It is not often that we give place to poetic effusions which have not a dash of professional sentiment. We depart from our rule in the present instance, to offer to our readers what we regard as a real gem, written by one of the sweetest poetesses of the day. We have seen several from the same pen, and all of them are of a superior order of merit—rich in thought, pure in sentiment, and easy in versification.

The following stanzas, it is probable, possess more value in our eyes, from meeting, as they do, a responsive throb in our own bosom; for we can with perfect sincerity declare, that if, fifteen years ago, the future could have been unveiled to our sight, death would have been preferable to life.—*Ed. A. & N. C.*

THE FUTURE.

BY ELIZA COOK.

It was good, it was kind, in the Wise One above
To fling Destiny's veil o'er the face of our years,
That we dread not the blow that shall strike at our love,
And expect not the beams that shall dry up our tears.

Did we know that the voices, now gentle and bland,
Will forego the fond word and the whispering tone;
Did we know that the eager and warm pressing hand
Will be joyfully forward in "casting the stone;"

Did we know the affection, engrossing our soul,
Will end, as it oft does, in madness and pain;
That the passionate breast will but hazard its rest,
And be wreck'd on the shore it is panting to gain;

Oh! did we but know of the shadows so nigh,
The world would indeed be a prison of gloom;
All light would be quenched in youth's eloquent eye,
And the prayer-lips infant would ask for the tomb.

For if Hope be a star that may lead us astray,
And "deceiveth the heart," as the aged ones preach;
Yet 'twas Mercy that gave it, to beacon our way,
Though its halo illumines where we never can reach.

Though Friendship but flit, like a meteor gleam;
Though it burst, like a morn-lighted bubble of dew;
Though it passes away, like a leaf on the stream,
Yet 'tis bliss while we fancy the vision is true.

Oh! 'tis well that the future is hid from our sight,
That we walk in the sunshine, nor dream of the cloud;
That we cherish a flower, and think not of blight,
That we dance on the loom that may weave us a shroud.

It was good, it was kind, in the Wise One above
To fling Destiny's veil o'er the face of our years,
That we dread not the blow that shall strike at our love,
And expect not the beams that shall dry up our tears.

A person who gave his name as John Forbes, surgeon of a regiment stationed at the Canadian side of Niagara Falls, was fined \$25, and paid, besides, \$130 to the parties on whom he had displayed his valor in a row he kicked up at the Buffalo theatre on Monday evening last.—*New York paper.*

ARMY.

OFFICIAL.

GENERAL } HEAD QUARTERS OF THE ARMY,
ORDERS, } Adjutant General's Office,
No. 46. } Washington, Oct. 3, 1840.

Captain Alexander S. Macomb, of the 2d regiment of dragoons, aid-de-camp to the General in chief, having, in consequence of his promotion to the command of a company, been ordered to join his regiment in Florida, first Lieut. Philip Kearny, of the 1st regiment of dragoons, is hereby appointed to relieve him in the duty of aid-de-camp, and will join the Head Quarters of the army at Washington, and enter on the duties of his appointment.

BY ORDER OF MAJ. GEN. MACOMB,
L. THOMAS, A. A. G.

NAVY.

ORDERS.

Oct. 28—Assist. Surgeon J. W. Taylor, detached from ship Concord, and leave three months.

Assist. Surgeon J. A. Gaion, frigate Macedonian, vice S. R. Addison, detached with leave three months.

Lieuts. W. S. Young, O. Tod, J. B. Dale, and P. Mid. C. W. Morris, to duty at Washington, in connection with coast survey under Lt. G. S. Blake.

Lieuts. G. M. Bache, W. Chandler, J. K. Mitchell, and S. C. Rowan; P. Mid. D. D. Porter, C. P. Patterson, A. A. Holcomb, and R. Bache, to duty at Washington, in connection with the coast survey under Lieut. T. R. Gedney.

29—P. Mid. H. C. Flagg, F. Lowry, and W. B. Whiting, detached from coast survey, and leave three months.

Mid. H. A. Clemson, frigate Macedonian.

Mid. F. C. Febiger, J. Myers, ship Concord.

30—Lieuts. A. S. Worth and Z. Holland, to take passage in ship Concord, for duty in squadron on the coast of Brazil.

Lieut. W. H. Kennon, furlough six months.

Lieut. E. L. Handy, navy yard, Philadelphia.

Lieuts. C. W. Chauncey, J. J. Boyle, H. Moor, and H. S. Stellwagen; Surgeon S. Sharp; P. Mid. D. F. Dulany, and O. H. Berryman, detached from coast survey, and leave three months.

Mid. V. R. Morgan, frigate Macedonian.

Mid. J. C. Howell, steamer Poinsett.

Master Thomas Brownell, navy yard, New York.

31—Passed Asst. Surg. E. Gilchrist, leave three months, having returned from Exploring expedition.

Mid. C. M. Fauntleroy, ship Levant.

Naval Intelligence.

U. S. VESSELS OF WAR REPORTED.

BRAZIL SQUADRON.—The U. S. sloop of war Concord, just out of the dock at Boston, where she was repaired for a cruise, on the West India station,* has been ordered again into dock at Gosport to be repaired. This is the second ship within the year past, which, after undergoing heavy repairs at Boston,

* The destination of the Concord has been changed to the coast of Brazil.

has been ordered into the Gosport dock to be made sea-worthy. We do not make the remark with any invidious feeling; but the fact is so.—*Norfolk Herald*, Oct. 30.

WEST INDIA SQUADRON.—Yesterday, Commodore JESSE WILKINSON hoisted his broad pennant on board the U. S. frigate *Macedonian*, the flag ship of the West India squadron, and Commodore SHUBRICK, previously in command of the *Macedonian*, having assumed the command of this navy yard and naval station, hoisted his flag on board the *Delaware* 74, Capt. SKINNER. The usual salutes were then exchanged.—*Norfolk Herald*, Oct. 29.

MARRIAGES.

In Lexington, Va., on the 25th Oct., A. D. HARRILL, of the U. S. Navy, to HELEN, only daughter of the late WILLIAM M. O'HARA, of St. Louis.

In Baltimore, on Thursday evening, 22d October, CHARLES THOMAS, U. S. N., to MARIA, third daughter of Dr. ARTHUR PUE.

In Wilmington, Del., on Tuesday evening, the 27th Oct., Dr. JOHN A. LOCKWOOD, of the U. S. Navy, to JULIA, daughter of ALLAN McLANE, M. D., of Wilmington, Del.

At Stonington, Ct., 21st Oct., Lieut. J. BREWERTON RICKETTS 1st regiment U. S. artillery, to Miss. HARRIET J., eldest daughter of Col. B. K. PIERCE, of the same regiment.

In Boston, Mr. A. STEPHENSON, gunner, U. S. Navy, to Miss. MARIA THERESA CURRICA.

In New York, on the 27th Oct., Mr. JOHN T. BANCROFT, to MARY E. C., eldest daughter of the late Major THOMAS KETCHUM, U. S. Army.

DEATHS.

In New York, on Saturday, Oct. 31, Lieut. T. L. C. WATKINS, of the U. S. Marine Corps.

In New York, on the 31st ult, ANDREW McD. JACKSON, Esq., of Norfolk, Va., Purser in the Navy, but formerly of Goshen, Orange county, N. Y., in the 40th year of his age.

In Philadelphia, on the 26th Oct., after a short but severe illness, Mr. GEORGE HALL, in the 63d year of his age, carpenter of the U. S. ship *Java*, Gosport navy yard, Portsmouth, Va.

At Lebanon, N. H., on the 18th Oct., aged 68 years, Doctor BENJAMIN WALKER, a native of Massachusetts, and father of Paymaster B. WALKER, U. S. Army.

REVOLUTIONARY SOLDIERS AND PATRIOTS.

From the Baltimore American.

The newspapers of this city have announced, that MARTIN EICHELBERGER, for about 45 years weighmaster of the port of Baltimore, departed this life on the 2d Oct. inst., in the 82d year of his age. It is painful to see, if not the last, nearly the very last, of the officers of the Revolutionary war descend to the tomb, without some notice of his services in the achievement of our independence and liberty.

Mr. E. was the son of one of the most respectable and influential citizens of York, Pennsylvania, where he was born in January 7, 1759. In 1776, at the early age of 17½ years, he entered the American army. Such was his ardor in the cause of his country that, being unable to obtain the consent of his family to that step, he privately left his home at midnight, went to the stable of an uncle, living near town, took one of his horses, and travelled to Boston to join the troops. He immediately received a commis-

sion as lieutenant in Captain Nichols's company, attached to the regiment commanded by the late Col. Thos. Hartley, of York. He was present at the battles of Brandywine, Germantown and Paoli—significantly called the massacre of Paoli—inasmuch as the troops, then commanded by General Wayne, were taken by surprise in the night and put to sword without mercy. Captain Nichols being transferred to the commissariat department, the command of the company devolved on Lieutenant Eichelberger, who was then ordered, with the regiment, to the western frontier of Pennsylvania, then about Wyoming, to protect the inhabitants from the Indians. In this service, engaged in frequent skirmishes, he remained till about the time of the negotiations which ended in the treaty of 1783, when, at the earnest request of an affectionate father, then lying very ill, he resigned his commission, soon after his appointment as captain.

In consideration of his services and exemplary character, Mr. E. was appointed weighmaster of the port of Baltimore, immediately after the organization of the Federal Government. His cotemporary officers then in the custom house were Col. Otho H. Williams, collector, Col. N. Ramsay, naval officer, Col. Robt. Ballard, surveyor, with other subordinate officers of the Revolutionary army, all of whom he survived many years, until, full of years, time has numbered him also with the mighty dead.

In all the relations of life, as a husband, father, friend, neighbor and master, in benevolence and moral purity of character, he commanded the highest esteem and affection. Blessed with an excellent constitution, fortified by habits of temperance and regularity, he enjoyed almost uninterrupted health, and died without a struggle.

In the obituary notice of the late Mr. Eichelberger published in your paper of yesterday, it is remarked, that "Mr. E. was appointed weighmaster of the port of Baltimore, immediately after the organization of the Federal Government. His cotemporary officers then in the custom-house were Col. Otho H. Williams, collector, Col. N. Ramsay, naval officer, Col. Robert Ballard, surveyor." That part of this remark which refers to the cotemporary officers of Mr. EICHELBERGER is incorrect. Col. Ramsay was not then the naval officer. The late Mr. Robert Purviance received that appointment from General Washington, and on the death of General, not Col. Otho H. Williams, which occurred in July, 1794, he was appointed collector. In consequence of this latter appointment the office of naval officer became vacant, and it was filled up in September, 1794, by Gen. Washington, with the name of Col. Nathaniel Ramsay, who, previous to this, had exercised the office of marshal for the district of Maryland.—*Ibid.*

In Albany, Oct. 21, JONATHAN HOARD, a soldier of the Revolution, in the 87th year of his age.

COLT'S PATENT REPEATING FIRE ARMS.

FOR SALE AT THE STORE OF THE PATENT ARMS MAN'G. CO.

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At retail, at the following prices, according to style and finish, viz: Rifles, with Equipments complete, and 2 Receivers, 8 charges each, \$50 to 150.

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If a quantity of arms is wanted, in amount above \$500, the Company will make a handsome deduction in the above prices, and take in payment approved city of New York acceptances at 90 days.

Sept. 3—1y.